

Intimation.

Powell's

Showrooms are stocked with a selection of High Class Household and Office Furniture.

BEDROOM SUITES

WOOD BEDSTEADS

SIDEBOARDS

DINNER WAGONS

DINING TABLES

DINING CHAIRS

OVERMANTELS

OCCASIONAL

TABLES

CARD TABLES

LIBRARY TABLES

OFFICE DESKS

FANCY DESKS

BOOKCASES

SEWING TABLES

REVOLVING

CHAIRS

HALL STANDS

PEDESTALS

CABINETS

CHESTERFIELDS

LOUNGES

SETTEES

FIRST FLOOR

Alexandra
Buildings.

Hongkong, 14th March, 1910.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations, for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co. —

| | | |
|------------------------|-------|---------|
| Allagars | ..... | 6 1/2 |
| Anglo-Malays | ..... | 3 1/2 |
| Balgonies | ..... | \$25.00 |
| Batu Tigar | ..... | 100/- |
| Bertams | ..... | 9/6 |
| Bukit Kajangs | ..... | 70/- |
| Bukit Rajahs | ..... | 35/- |
| Carey United | ..... | 25/- |
| Castlefields | ..... | 115/- |
| Cheongkat Serdangs | ..... | 50/- |
| Cheras | ..... | 51/- |
| Damansaras | ..... | 167 1/2 |
| Eastern Internationals | ..... | 31/- |
| Fed. Selangors | ..... | 310/- |
| Glenalyis | ..... | 24/- |
| Glenhills | ..... | 160/- |
| Goldcoast | ..... | 140/- |
| Golden Hopes | ..... | 145/- |
| Highlands and Lowlands | ..... | 50/- |
| Indragiris | ..... | 345/- |
| Isch Kenneths | ..... | 315/- |
| Jequiles | ..... | 13/9 |
| Jonglandors | ..... | 20/- |
| Kamunings | ..... | 7/9 |
| Kuala Lumpors | ..... | 20/6 |
| Landrons (fully paid) | ..... | 105/- |
| Landrons (ppd.) | ..... | 112/6 |
| Labus | ..... | 15/- |
| Leaburys | ..... | 9/6 |
| Linggis | ..... | 52/6 |
| London Alatics | ..... | 55/- |
| London Ventures | ..... | 9/9 |
| Melimaus | ..... | 6/9 |
| Pajams | ..... | 168/- |
| Pegohs | ..... | 352/- |
| Rubber Trusts | ..... | 59/3 |
| Sagass | ..... | 257/- |
| Sandycrofts | ..... | 55/- |
| Sekongs | ..... | 30/- |
| Shelfords | ..... | 72/3 |
| Singapore & Johores | ..... | 500/- |
| Sumatra Paras | ..... | 14/9 |
| Sungei Ghohs | ..... | 90/- |
| Sungei Kapars | ..... | 165/- |
| Sopangs | ..... | 40/- |
| Seafields | ..... | 122/6 |
| Tandjongs | ..... | 70/- |
| Tangkahs | ..... | 21/6 |
| Ulu Raids | ..... | 110/- |
| United Serdangs | ..... | 147/6 |
| United Singapore | ..... | 52.15 |
| United Sumatras | ..... | 13/9 |
| United Langkat | ..... | 103/6 |

THE ENGLISH LAW ON DIVORCE.

THE ROYAL COMMISSION.

The following are further extracts from the evidence given recently before the Royal Commission on Divorce in London.

Answering a question as to the proportion of unfounded cases, Sir John Bigham said each sitting started with about 180 or 200 unfounded cases, and they were all disposed of during the sittings. There would be six or seven hundred a year, if not more, because during sittings there was very often a supplemental list, so that during a sitting they not only disposed of the list which was ready, but also a number of cases which had been put down during the sittings. So that perhaps during the sittings they might dispose of 150 unfounded cases. There was, perhaps, a little difficulty about defended cases. Out of a list of 10 cases of which sittings, some would be probable cases, and perhaps 60 would be divorce cases. In addition to this, there were the special jury and the common jury sittings, and he would think that they would add another 25 to the defended list each sitting. That would make 85 defended sittings to be disposed of during each sitting.

The President: The unfounded cases are mostly among the poorer classes of life?

Sir John Bigham: Yes, but if you mean that it is the poorer class which resort to the courts more than the rich, I don't think that is true.

DECREE IN FIFTEEN MINUTES.

I only mean that they are not high-class cases?—No, they are not high-class and repulsive. He added that they were disposed of at the rate of 300 a day, or one every quarter of an hour.

The President: It has been suggested that the misconduct of the petitioner should not be a bar. If that were so, you think it would tend to remove the present desire of petitioners to keep back the facts?

A STRONG OPINION.

Sir John Bigham: I have a strong opinion, which may shock some people, but misconduct ought not to deprive, except in serious cases, either the husband or the wife from getting relief.

That is in accordance with French law? I don't know about the French law, but it is quite in accordance with my views as to what is best for morals. But the misconduct must be either exceptional or of a slight character. I would not give relief to a man who habitually lived in open misconduct, but, looking at it from the man's point of view, he did not think that, in the course of 20 years life, if a man had once made a slip that that ought to take away his right to separate himself from a dissolute and bad living woman. It did at present, or at all events it was a serious obstacle.

Witness agreed that if parties were put in such a position that they might safely disclose everything, the concealment would be largely obliterated. On the question of a legal separation of man and wife, Sir John Bigham said he had seen several London stipendiary magistrates, and his impression was that the Act was admirably worked in London, with a desire to keep husband and wife together as far as possible, and he was sure that that ought to be the aim of the magistrates dealing with these cases. He thought that poor people were visited by a great misfortune when their homes were broken up. These proceedings were instituted very

often by angry women—no doubt angry with a cause—and the orders obtained were attended with disastrous consequences, which the women themselves did not foresee. The husband left the home, and the children were left without a father. That state of things conducted to immorality. The father went away and found another woman, and the mother, in all probability, found another man, and therefore he thought the magistrate ought to hesitate a long time before separating man and wife. Any change ought to be in the way of making separation more difficult than at present.

PUBLICITY DESIRABLE.

The Chairman asked the witness his views in regard to reports of cases.

Sir John Bigham: I never see the papers which offend in this direction. My newspapers are respectable newspapers. But there are newspapers—especially the Sunday newspaper which do offend, so I am told. I was told by the proprietor of one well-known Sunday newspaper, that if his paper did not publish what was called "spicy details" he had complaints from his agents all over the country that the rival papers had them in, and that, in consequence, the sale of his paper had suffered. I have no doubt these improper details are put in in order to sell the newspapers.

Do you think publicity desirable?—I have a very strong opinion that it would be very undesirable to suppress reports, and I say so because of the anxiety that I know exists among the litigants themselves to keep the cases out of the papers. That anxiety convinces me that the fear of publicity helps to keep people straight.

You think that it would be in the interests of the children of the marriage?—I think so. It is in the interests of the public generally.

Have you had any suggestion of improper use of the fact that there is publicity?—No, I have never heard of it.

Then, as to the question of change of grounds of divorce?—The principal propositions, as I understand it, is that there should be equality, that is to say, that the husband's misconduct be a sufficient cause of itself to entitle the wife to a divorce, as it is in the case of the husband with the wife. I do not believe—and here again I am speaking on a subject I don't care much to speak about in public—I do not think that an act of adultery on the part of a man has anything like the same significance as such an act on the part of a woman. Most men, I think all men, know it perfectly well. An act on the part of a man may be more or less accidental. It does not diminish—very frequently, at all events, and I am not talking of continuous misconduct—it is not inconsistent with his continued esteem and love for his wife. Some people, witness added, might say it was, but he did not agree. On the other hand, an act of misconduct on the part of a woman was, in his opinion, quite inconsistent with continued love and esteem for her husband.

Would you make any difference if the husband's act were continuous?—Yes, if it were continuous, and accompanied by indignity to the wife. Sir John added that he knew of cases where the husband brought into his house the woman with whom he committed misconduct; in that case his conduct was execrable, and the wife should be entitled to a divorce.

TWO ESTABLISHMENTS.

Take the case of a man who keeps two establishments. There is no indignity upon the wife?—If a man keep a double establishment he would make his misconduct continuous. I think the wife ought to have a divorce for that.

In reply to further questions, Sir John Bigham said that if a man deserted his wife in such circumstances as to convince the court that he intended never to come back, there should be relief by divorce. In the case of crime, if a man was sentenced to a term of imprisonment which practically amounted to separation for life, the wife should be entitled to relief. He did not think there should be a divorce for lunacy, unless it occurred shortly after marriage, and was shown to be permanent. If a couple's early married life had been passed in the ordinary way, the fact that, at the end of fifteen years, one of them became insane, ought not to be a ground for divorce. Habitual drunkenness he regarded as a species of lunacy.

Mr. Kulus Isaacs: Suppose a woman establishes that her husband leaves her at times and commits misconduct, not involving any indignity upon her, and she does not wish to continue to live with her husband, is it right they should be kept together?

Sir John Bigham: It is a question of degree. The point you take is that a man is committing more or less continuous misconduct, and that the wife knows of it. This would, in my opinion, justify asking for a divorce.

THE "WIFE'S" COURSE.

Suppose as a result of an isolated act a child was born, should that entitle the wife to divorce?—No, not in the bald way you have put it. I do not think the fact that a child comes into the world should justify divorce. A wise wife, in my opinion, shuts her eyes to her husband's mistakes.

In the case of the wife, any act of misconduct would entitle the husband to divorce her?—Except an act which is conducted to, as it seems to me, by the misconduct of the husband.

On the question of crime being a reason for divorce, Sir John Bigham said he had no idea that in some cases, supposing a man had a sentence of five years' penal servitude, it would be a most cruel thing for him to know that the consequences of his crime included the fact that he was to lose his wife. He (Sir John) did not like the idea of it at all. But where the term of imprisonment was so long that the woman—being a young woman—could not have children or live the life of an ordinary woman of the world, then he would say she should be entitled to a divorce.

Mr. Rufus Isaacs: I suggest that the remedy of judicial separation is worth very little.

Sir John Bigham: It gives a wife the right to live apart from her husband, and to get from him support and the custody of the children. But the right to live apart, irrespective of an order upon him for alimony, she always has. There is no law which compels a woman to

live with her husband. But there could be a husband's suit for the restitution of conjugal rights.

DRINK AND DIVORCE.

Answering Sir George White, the witness said that if they could get rid of drink the doors of divorce courts might almost be closed.

Answering the Archbishop of York, Sir John said he had doubts about the desirability of divorce.

The Archbishop of York: You say you think it might be possible to grant divorce in the case of crime where there was a long sentence. Do you think the mere record of the sentence should be sufficient for divorce?

Sir John Bigham: No. All the circumstances should be gone into. I think it would be in many cases a cruel thing to add to a man's punishment the parting from his wife and his children.

Answering further questions by the Archbishop, Sir John said he did not believe in a man or a woman being chained to a lunatic, but this, and the question of what constituted habitual drunkenness as a ground for divorce, must be left to the discretion of the tribunal. These things increased the burden thrown upon the discretionary powers of the court, and made it more necessary that the causes should be tried at once, and not in 55 or 56 different tribunals.

The Archbishop: The principle which has hitherto governed the selection of the grounds of divorce has been the Christian principle that the adultery is the only ground for divorce. You leave the principle on one side?

Sir John Bigham: I do. I do not look at it from a religious point of view at all.

At this point Sir John said it was necessary for him to leave in order to attend a funeral. His further examination was therefore postponed until Monday.

The inquiry was adjourned.

Intimations.

LEGAL.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that from and after TUESDAY, the 20th March, 1910, the Offices of the undersigned Solicitors and Notaries will be REMOVED to the First Floor of PRINCE'S BUILDINGS, Ice House Street, (opposite the King Edward Hotel).

JOHNSON, STOKES & MASTER.

Hongkong, 22nd March, 1910.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a STABLE FORGE at Leighton Hill Road where horses and carriages can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of horses and ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 23rd March, 1910.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.

(Machinery Dept.) Hongkong.

Sole Agents.

Hongkong, 7th December, 1900.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher of Chinese officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write to care of Hollywood Telephone office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 11th January, 1910.

Intimation.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION.

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on anæmia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd March, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"ALEZIA."

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th March, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, MARSEILLES, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery except otherwise they will be landed into the same Company's Godowns at owner's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon; TO-DAY.

Goods not cleared by the 31st March will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th March, 1910.

Consignees.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of March, at 9.30 A.M.

All Claims must reach us before the 4th of April, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO

Ex S.S. *Cryla* from Rio de Janeiro.

Therapia from Smyrna.

Feldmarschall from Zanzibar.

NORDEUTSCHER LLOYD,

MELCHERS & Co., General Agents.

Hongkong, 24th March, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative, at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON

Hongkong, 21st March, 1910.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hing Road,
and should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$15 per annum.
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Subscriptions for any period less than one month
will be charged as for a full month.The daily issue is delivered free when the address is
convenient to messenger. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.50 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 50 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty
five cents (for cash only).

BIRTHS.

Burder.—Feb. 24, at London, wife of R. H.
R. Burder, daughter.On March 23, 1910, at Shanghai, to Mr. and
Mrs. Bentley, a son.

DEATHS.

ARNHOLD.—On 28th inst., at Altona, on the
Elbe, PHILIPP ARNHOLD, Senior Partner of
Arnhold, Karberg & Co. (280)On March 23, 1910, at Chinkiang, Lydia,
the dearly beloved wife of James Gibson, in her
43rd year.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 29, 1910.

HEAR AND BITE.

One of the principal arguments adduced by those antagonistic to the anti-opium propaganda has been the suggestion that deprived of their—shall we say—natural solace in the shape of opium they will turn to those infernal compounds of raw spirit which abound in the Far East. Every European who has been accustomed to take a "peg" occasionally knows the vile character of some of the decoctions which pass muster as whisky or brandy and for that reason most Occidentals who have any respect for themselves refuse to frequent the shady dens where powered charmers seduce their wits to the destruction of their "internal economy," and, when they feel so inclined, patronise the principal hotels. Most Europeans also are well aware that the Chinese are adepts at the art of abstracting the contents of a genuine bottle of recognised brand and substituting for it a marvellous preparation of their own whose property is to make intoxication quick and sudden. But, curiously enough those

very Chinamen who pander to this nefarious trade, are the last to indulge in the stuff they dispense. Possibly they are in the same category as those who engaged in the manufacture of jam refuse to taste jam or those in the sale of sweets refuse to look at sweets. Possibly not and probably not. The Chinaman who will religiously sell any liquor that has been fermented at a price which will return him two or three hundred per cent. profit likes in his off moments to the consolation of his opium pipe from which he suffers little or no apparent evil. When that pipe has been withheld by "Act of Parliament" in what direction will he turn? Will he become a paragon of virtue and self-denial, an example to the nations, a plaster saint—or will he turn to the gods of his western regenerators? Of course it is a well known fact that some time in the very near future we are all to be rabid, avowed and bigoted abstainers from every thing which contains the smallest percentage of humanity's curse, but at the present time the majority of mankind have a *pendant* for a passing glass of beer and why it should be thought that the Chinese are better than those who pretend to be their betters we cannot understand. Nevertheless, if we read the speeches of the anti-opiumists afloat, the Chinese are of such superior calibre that once they have lost their inclination for a casual whiff of a casual pipe of opium dross they are to elevate themselves on pedestals of brass and become the envy of all mankind. It is almost inconceivable that there are people in the world who can entertain such nonsense. We must look facts in the face, and whether we lament indulgence in spirituous liquors or not we cannot but recognise that the natural tendency is to turn to some form of relaxation which is neither all vice nor all virtue. For centuries now the Chinese have been addicted to the opium pipe. Their officials and literati, which is the same thing, have had their consultations over a cup of tea and an opium pipe, and yet the intellects of the present generation are as keen as ever, acute enough at all events to discomfit the machinations of foreign adversaries. Is it better then that they should be allowed to indulge mildly in that form of dissipation which has called down the thunder of the wise men of the West or should they be hurried hot foot to the quicksands of raw alcohol? It is a well known fact that spirits exercise a more potent effect on Asiatics than on Europeans although the tectotal brigade may not think so. A correspondent in the *Times*, however, brings to notice a paragraph which we had overlooked and which should give pause to those who are anxious for the salvation of the Chinaman's soul. He writes: "In looking through the Straits Settlements Government Gazette, published by authority, dated Singapore, January 14, 1910, Vol. 45, I stumbled across the following paragraph, No. 6 at page 24, in the supplement, which contains the Straits Settlements medical report for the year 1908:—'Lunatic Asylum.—6.—The occurrence of cases of alcoholic insanity among Chinese is increasing. Besides the ordinary forms we are having cases sent us that remain acutely maniacal from one to six weeks and then recover rapidly, and these are not cases of delirium tremens. All give the history of non-addiction to alcohol, a big burst in town, where they drank the common trade brandy to unconsciousness, and a recovery of their senses in the lunatic asylum. Four out of five recent cases recovered within ten days, and the fifth in six weeks. The changeable hallucinatory symptoms, the intense fear, the nocturnal exacerbations, obvious signs of delirium tremens, were wanting in these cases. 'Three had grandiose delusions, two suffered from delusions of persecution not strongly pronounced, one was verging on dementia, and but one was in any way violent or markedly excitable. As the brandy they had consumed probably cost about 18s. a bottle, it is possible that it contained either poison or poisons than is usually contained in good sound spirits. What the finale of the present agitation as to the consumption of opium in Asia will be is yet to be learnt, but if cheap alcohol takes its place I dread to imagine the results. This is interesting-reading, and doubtless the experience throughout China will be to a great extent similar, though official machinery for recording results is more or less non-existent.' So seldom have we read a more serious indictment. But we fear it is only the precursor of others still more defamatory if the native instinct for the opium pipe is denied.

LOCAL AND GENERAL.

H.M.S. *Albatross*, with Vice-Admiral Sir A. L. Wintlock, will leave on Monday for the North.

FOURTEEN days' hard labour was awarded a Chinaman at the Magistracy this morning for stealing some copper at the Taikoo Docks.

THE trooping of Colours of the Buffs Regiment will take place in the Naval Dockyard between noon and 1 p.m. on Thursday next, the 31st inst.

A MAN was awarded seven days' hard labour at the Magistracy this morning for stealing a pipe from another. The victim of the theft was a blind man.

On the Rubber Fields.

MALAYA REVISITED.

EXPERIMENTAL PLANTATION IN HONGKONG.

("penal to the Hongkong Telegraph.")

Whilst our local investors are feverishly studying the market prices in rubber, estate shares, and speculating on the rise or prospective fall of Anglo-Malays, Lukit Rajahs, Vallambros, Golden Hopes, United Serdangs, Langkats, Glenesly or any one or other of the well known plantations in Malaya, it remains a peculiar fact that to the ordinary man a rubber plantation has as hazy an existence as the inaccessible fast to the Huntepunter who puts his "bob" on the outside chance and yet never was inside an enclosure within the meaning of the Act. The latter gets his information about the form of racing horses from the betting lists and his evening paper. In the same way the painter on rubber shares gleams his knowledge of the state of the market from London and local quotations without, in many cases, having any other clue than that he is

BACKING THE FAVOURITE.

As in racing, so in rubber, the backer does not stop to consider that he may be laying very long odds on; the only point that does count with him in general, is that he is on the favourite who at 100 chances to 1 too must inevitably win.

Without going into a discussion of the causes and effects of the abnormal rise which has taken place of recent months in the rating of the rubber world—which is not the object of this article—it is only needful to hint that there is always danger in "booms" and without being contentious one might add there is an immutable law which says that reaction must follow periods of great activity, as the night follows the day. What has been written does not so much apply to the old-established rubber businesses of Malaya as to the many wild-cat schemes which the rubber frenzy is producing in London with unlimited support forthcoming from Hongkong and other financial centres where there is always a more or less copious supply of

FLOATING CAPITAL.

ready for placing in any specious enterprise. That the rubber market may be well maintained for the next three years or so—as to all appearances it will—is ardently to be hoped for, for the sake of the small investor who has staked his little all in one throw and at such prices as can bring him in only a very meagre return on his invested money.

But if Hongkong commercial enterprises are being neglected and local capital deflected from those projects for which it was formerly obtainable, the rubber planting industry goes merely on in the Federated Malay States and is also fading fresh footing in British North Borneo and the Dutch a chipelago. Even the small island of Singapore can boast of its rubber plantations and, by the way, it may be mentioned that the growing of rubber has been essayed even on our own island of Hongkong. The experimental tract chosen is said to have been a moist little valley in the neighbourhood of Aberdeen but of the results no record has been divulged nor is it likely that any advantageous crops could be grown in this latitude unless we were blessed—or cursed—with a

PERPETUAL SUMMER.

It was the lot of the writer to take a trip over the Malayan planting country more than half a year ago before the rubber industry had emerged from that severe cloud of depression under which it had fallen. Staffs were being reduced; there was a stoppage more or less in the clearing of new forest land; and economy was being practised in the most rigid manner on every hand.

The older estates were, so to speak, standing on their legs and their virgin areas of reserve were left untouched pending a liveness of the market. Only on the new estates which had quite recently been capitalised was there anything doing, for of course, there were working on a subscribed capital basis and the work therefore went on irrespective of the state of the market and on a purely speculative understanding.

It is only when one has traversed the lands of Malaya that one realises the enormity to which the rubber industry has grown in that country, producing as it does some two-thirds of the entire world's supply of cultivated rubber. Within recent times the whole of the Malay Peninsula has been connected up by rail, and it is now possible to travel right through the length of the land by steam from

SINGAPORE TO PENANG.

All along the line one sees evidences of the cultivation of the rubber tree. Vast tracts of virgin forest have been cleared for the reception of the young shoots which are by and by to yield this staple almost worth its weight in silver.

When land is first taken over by the planter it is generally covered by the dense jungle and giant forest which covers Malaya almost throughout its entire length and breadth. This has to be cut and felled and burned. In many cases the young rubber shoots are put in, one might almost say, before the resultant ashes have time to cool. The spectacle is quite common of the tiny green saplings waving their diminutive leaves above the charred remains of those forest leviathans whose places they have usurped and who now help to provide them with the sustenance necessary to their growth. In the clearing of the land lies the most arduous part of the planter's work. As soon as one tract has been cleared and planted up, he moves on to another piece of land, and so on year by year the estate gradually

COMES TO THE FULL.

presenting trees of all grades of growth and bearing. But if the most arduous part of his task ceases with the clearing of the land, the planter's work is by no means over.

The young trees require most careful attention, especially at their infant stage of development. Squads of coolies—mostly Tamil and Javanese—are kept constantly at work among the plants weeding out the rank jungle growth which thrives on the rich black soil and destroying white ants and other destructive insects which make the rubber trees their forage. Trees are sometimes tapped at as early as age as three years, but this is decidedly harmful to their after-growth. The age of full bearing is generally put at seven years. As has been shown, there must always be on an estate trees of varying ages, dating from the time when the first acre of the estate was cleared and planted up, so that even when the plantation is bearing rubber to its full capacity the planter has his work cut out for him from day to day without cessation.

AN OLD CHINA HAND.

DEATH OF MR. PHILIPP ARNHOLD.

It is announced to-day that the death occurred yesterday, in London, of Mr. Philipp Arnhold, the senior partner of the well-known Hongkong firm of Messrs. Arnhold, Karberg & Co. The news of his death was received here with profound grief, both on the part of the members and staff of the firm and of the many friends whom the late gentleman had in this Colony. Death was due to heart failure. Deceased was only a little over 60 years of age, so that his friends have every reason to regret his untimely end. When he left the East for Europe he was hale and hearty and gave every promise that he would live for many more years to assist in the direction of the firm's interests at home.

Coming out from Europe as a young man in his twenties, Mr. Philipp Arnhold in 1868 joined the firm of Messrs. Oxford & Co. of Canton, an old established business which has passed out of existence in the flux of time. Mr. Arnhold's commercial acumen soon led him to see the possibilities that the China trade offered and a few years after he had been settled he was followed by his brother, Mr. Jacob Arnhold, who came out to Hongkong and established the merchant firm of Messrs. Arnhold, Karberg & Co.

Upon the establishment of this business, the late Mr. Philipp Arnhold joined in company with his brother, Mr. Jacob. For several years he remained in Hongkong, and so successful were the firm's operations locally that it was determined to found a branch in Shanghai. To carry out this important undertaking Mr. Philipp went to the northern port and there he remained until about 1902. The greater part of his business life in the East, therefore, was passed in Shanghai, but in Hongkong as well as in the Model Settlement he made many friends during his sojourn and commanded the respect of all who knew him. In Shanghai, Mr. Arnhold did not participate much in municipal matters although he took a keen interest in all that pertained to the welfare of the place. It might be said that he lived a plain business man's life, devoid of ostentation and rejoicing in his work. He was a director of the Soy Chee Spinning Company and of various other local companies.

In 1902, Mr. Arnhold went to London to join his brother, Mr. Jacob, the head of the firm, in the management of the headquarter office. In the following year Mr. Philipp took this place as senior partner, in which capacity he acted up till the time of his death. Mr. E. Goetz now assumes the senior partnership.

INTERPORT GOLF.

SHANGHAI & HONGKONG.

The *Shanghai Times* of 25th March says:—To-day sees the start of one of the most interesting golf tournaments that have ever taken place in China. It will open with the competition for the Shanghai Challenge Cup at ten o'clock when teams representing Shanghai and Hongkong will compete. It may be remembered that at the last annual meeting of the Golf Club a sum of about a thousand dollars was voted for the purpose of giving up a trophy to be competed for by teams representing clubs in the Far East. Invitations were extended to all the clubs in China, and Hongkong, but only the Hongkong Royal was able to accept, and there are now four members in Shanghai representing this club, namely, Messrs. Forrest, Anton, Monteith, and Burns. The three best scores out of the four will count towards the cup, and the Shanghai scores will be in the hands of Messrs. T. F. Longmuir, J. B. Ferrier, G. M. Wheelock, J. Dewar, and A. R. W. McEwen. Starting at ten o'clock it is possible that the cup will be lost; and won before the day is out, but if the competition is not concluded by evening it will be continued on Saturday.

It was originally intended to devote Monday to competing for the Championship of the Far East, but it is possible that this may take place on Sunday. In addition to the names already mentioned as taking part in the contest for the Shanghai Challenge Cup it is understood that Captain Barrett and probably one or two other prominent golfers will participate. Following upon this, on Monday night, a golf dinner will take place.

While it has been to some extent a disappointment that only Hongkong has been able to send a team, there is some satisfaction in knowing that here in Shanghai is gathered a group of undoubtedly the finest golfers in the Far East. Forrest of Hongkong is understood to be one of the best exponents of the game known in the East, while Longmuir, Ferrier, and Wheelock of Shanghai have all championships to their credit.

TELEGRAMS from Pittsburg, Pennsylvania, state that forty municipal councillors and ex-councillors have been indicted for bribery. They include physicians, property-owners and politicians. Several of the accused persons are said to have confessed to implication.

BIDDING was good at the last stamp sale by Ventum, Bull and Cooper, the following being some of the prices:—Straits Settlements, 1883, provincial, "8 cents" in red and large "8" in red on 12c brown-purple, unpaired, £3 10s; Selangor, 1895/98, \$35 green and orange, mint, £4 14s; Federated Malay States, 1900, \$35 green and orange, mint, £8. A Spain, Philippine Islands, 1869-74 overprinted "Habillado Por La Nacion," a real blue, scarce, fetched £2.

AMERICAN legislators are, it is suggested, to be won for the cause of Woman Suffrage by kisses. "There is not a man in America," said Mrs. A. W. Powell at a public meeting in New York, "whose vote cannot be bought for a kiss. If the suffrage party would only delegate some pretty girl to attempt the conversion of each member of the Legislature, the women of New York would get the vote without another effort. As the worst it would be merely a slight sacrifice of personal dignity."

THE HASTINGS CASE.

TRIAL COMMENCED BEFORE A SPECIAL JURY.

Before Hon. Mr. W. Keess-Davies, K.C., Acting Chief Justice, and a special jury at the Criminal Sessions this morning, Lam Fok Chiu, alias Chung Yau Li, was indicted on the following three counts:—(1) Conspiring on May 1st, 1909, with others with intent to defraud any person; (2) conspiring with others with intent to defraud Mr. John Hastings; (3) obtaining two cheques of \$9,000 and \$5,000, respectively, from Mr. John Hastings on the 9th September, 1909, under false pretences, to wit, the production of a forged Crown lease. Mr. M. W. Slade, K.C., instructed by Mr. F. B. L. Boyley, Crown Solicitor, prosecuted and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Lockyer and Deacon, appeared for the defendant, who entered a plea of not guilty on all the three counts.

The following were the jury:—Messrs. C. G. Gok (foreman), J. Gibbs, G. F. G. Grimble, C. Montague Edge, J. T. Douglas, A. O'D. Gordon and H. Pickney.

Mr. Slade, in opening, said that prisoner was charged under three counts. The first two counts were charges of conspiracy while the third count was one of felony, that of obtaining money by means of a forged deed. There was a comparatively slight difference between the first two counts, which was one of legal technicality. Under the first count, the prisoner was charged with attempting to defraud any person who was in a position to lend him money; under that count was included an unsuccessful attempt to defraud. The second count charged the prisoner with successful conspiracy. The third count was one of obtaining from Mr. John Hastings the sum of \$24,000 under false pretences. That was the gist of the charges. He proposed to outline the case as briefly as possible, as that would give the jury a broader idea of the nature of the charges. As long back as 1878, a very well-known local firm, the Yuen Fat Hong firm of rice-dealers, purchased property consisting of Nos. 1 to 5, Ke. Ling Lane. The purchase was effected under the name of the principal partner of the firm, whose name was Ko Ma Wa. In somewhere about 1889, when the Reclamation scheme was going through, Government started to change Marine Lots, which had ceased to be Marine Lots just before the big Reclamation scheme was put through, into Island Lots and to get owners of Marine Lots to surrender their leases and to receive in place of them, leases of Island Lots. In pursuance of that scheme, Government had prepared a number of Crown leases. The land was surveyed, new Crown lots were prepared and the seal of the Colony was impressed on the documents and all else that was needed was the date and signature of the issuing Land Officer. These spates were left blank. From the date it had been drawn up the lease relating to the particular property known as Marine Lot 97 purchased by Ko Ma Wa was partially filled up. It was never executed and the lease remained in the store-room or in one of the safes in the Land Office. Somebody—it was not known who—got the lease, on which he forged the name of Bruce Shepherd and on the counterpane forged the name of Ko Ma Wa. The man who was responsible for the forgery must have been one of the clerks in the Land Office, for nobody else could have gained access to the document. In the new Register, the name of Inland Lot 1272 was left blank, because there was no entry in the corresponding books. The ingenious person of the Land Office then took the particular folio and erased the figures 1272 and in place of them wrote 1273. Opposite Inland Lot 1273 there was a blank in the index which the man filled up, so that anybody who turned over the particular folio would not think for one moment that it was otherwise than *bona fide*. Having made the entry, he wrote under it Ko Ma Wa, owner of Inland Lot 1272. No lease had been registered but Ko Ma Wa had apparently a complete title. Having done that the only other thing required was to raise money on the Crown lease and on the 6th May, prisoner took the lease to Mr. Otto Kong Sing and asked whether he could get a loan on the security of the property. Mr. Kong Sing heard that a client of Messrs. d'Almada and Smith, solicitors, was willing to lend money and got into communication with Messrs. d'Almada and Smith. He sent the Crown lease to Messrs. d'Almada and Smith, who found that the lease looked all right. Messrs. d'Almada and Smith, searched the Land Register and found that the property had a clean title. But Messrs. d'Almada and Smith were not satisfied with Ko Ma Wa's identity. They were not satisfied with the entry of Ko Ma Wa. They wanted Ko Ma Wa to be identified with a view to being satisfied that he was not some rascally person who wished to defraud their client. They had not the slightest doubt that the Crown lease was perfectly genuine. They were given the name of Wong Wing Fat, of 43, Des Voeux Road. Messrs. d'Almada and Smith wrote to Wong Wing Fat and the chit-book in which the letter was sent was returned with the signature "Wing Fat." Some time after a man gave certain information about the alleged Ko Ma Wa, who as a matter of fact had been dead for several years. Messrs. d'Almada and Smith did not think the identification was sufficiently good to advise their client to lend money. Now what was defendant's connection with that incident? There was nothing to prove that he went either to the Land Office or Messrs. d'Almada and Smith, but the address of Wong Wing Fat given as 43, Des Voeux Road was not the address of Wong Wing Fat. He never lived there at all in his life and as a matter of fact he was not in the Colony at the time but it was the address of the defendant. That was the only thing to connect defendant with the first half of the conspiracy. That scheme having failed, the conspirators lay low for some time until somebody conceived the brilliant idea of making out a false assignment. On this the conspirators obviously counted, for they found out that

Messrs. Hastings and Hastings had clients who

were willing to lend money on the particular property under a bogus purchase. An agreement was made out for the sale of the property and a full assignment was made. The whole proceedings looked genuine but both vendor and buyer were bogus and left the Colony soon after the fraud was perpetrated. Mr. John Hastings put up \$9,000 of his own money and the rest consisted of his clients' money. How much the prisoner got he could not say but from the evidence he would put before them they would see that he got \$7,000. The cheques were on the Hongkong and Shanghai Bank. The mortgage was put through too late on the 9th September for the cheques to be cashed on the same day but they were cashed on the following day. On that day the defendant paid \$7,000 into his account.

Mr. Alabaster—There's nothing in the depositions to show that defendant had an account at the bank. In the depositions it is stated that a woman went to the bank and was accompanied by a man who was a little shorter or taller than the defendant.

Mr. Shenton—Somebody said that he was similar to Lam Fok Chiu.

Mr. Slade—There are twenty-two witnesses and you are liable to get somewhat mixed up (laughter).

Proceeding, Mr. Slade, said that the fact of defendant's having paid \$7,000 into his account was in itself nothing remarkable but it was very strong proof of bringing out the fraudulent intentions of the defendant. Defendant was closely watched by a certain party, who saw the defendant on a certain day join five other men and go to Mr. Gardiner's office. The five men afterwards proceeded to the Bank, presumably for the purpose of getting the cheques cashed. Defendant was seen to go to a medicine shop, the owner of which had since disappeared, on the same day. A broker was also seen in defendant's company, who was at present under arrest at Nambui. All the five men took rickshaws, which defendant kept in view and met the others at the Bank, where they held some conversation. When the jury considered that defendant had paid a large sum into his account they would have no doubt that he was concerned in the fraud. Besides the evidence, there was a statement by the prisoner which his friend Mr. Alabaster on certain legal grounds did not wish to have disclosed just then, but when it did come out, it would assist them greatly in coming to a conclusion. Evidence was called and the case was adjourned.

MERCANTILE BANK.

GOOD NEWS FOR SHAREHOLDERS.

From the Mercantile Bank of India, Limited, we have received the following information, written by Mr. Ormiston, the manager in Hongkong:—"I have to-day received a telegram from my head office stating that at the forthcoming general meeting of shareholders of this bank the directors will recommend a dividend of 6 per cent per annum on 'A' & 'B' shares free of income tax; that £17,500 has been added to the reserve fund (raising it to £267,500) £3,000 to the officers' pension fund and £10,000 will be carried forward."

THREE Japanese have been arrested, upon suspicion of being spies, at Chita, in the Trans-Baikal province.

SOME representatives of the Hongkong and Shanghai Bank have arrived at Ch'angchun with a view to establishing a branch in that city to remit funds for the railway.

THE V. R. C. has issued an attractive programme for the Boxing and Wrestling Championships of the Orient. The contests will be brought off on Saturday, 2nd April, at 9.15 p.m.

PRESIDENT Taft has announced that complete agreement on the question of the tariff has been arrived at between France and the United States, whereby France is conceded a reduction of twenty-five per cent on the general tariff.

MR. E. D. C. Wolfe, Head, Sanitary Department, proposes to apply to Government for leave of absence from the Colony from the 1st to 28th April. He suggests that Mr. R. O. Hutchison be appointed acting H. S. D. during his absence.

At the Marine Court, to-day, William Farnvall, 36, of Liverpool, cook of the s.s. *Albatross*, was found guilty of continued wilful neglect of duty on board, and sentenced to one month's hard labour, and to forfeit 18 days' pay. O. B. Jackson, master of the ship, prosecuted.

TELEGRAMS from Boston state that a Democrat has been elected to Congress for Norwell, Massachusetts, which has hitherto been overwhelmingly Republican. This is attributed to dissatisfaction with the Tariff Revision and the increased cost of living.

TWO men and one woman, all Chinese, were charged before Mr. J. R. Wood in the Police Court this afternoon with kidnapping a Chinese married woman and her unmarried relative on the 12th inst. at Hok Ua and harbouring the women with intent to sell them for an immoral purpose. The case was remanded.

YESTERDAY, three Chinese firemen on the s.s. *Pao* created a wild disturbance on board their ship as the result of a discussion among them. The second engineer asked the recalcitrants to turn to but the men refused. The morning they were charged by Inspector Collett for insubordinate behaviour and remanded.

RETURN of visitors to the City Hall Library and Museum for the week ending the 27th March, 1910:—

| | | |
|-------------|-----|-----|
| Non-Chinese | 473 | 150 |
| Chinese | 203 | 799 |
| Total | 676 | 949 |

Library Museum.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

| From Hongkong. | From Quebec. |
|--|---|
| "EMPRESS OF CHINA" SATURDAY, APRIL 23RD. | "EMPRESS OF IRELAND" FRIDAY, MAY 20TH. |
| "EMPRESS OF INDIA" SATURDAY, MAY 14TH. | "ALLAN LINE" FRIDAY, JUNE 10TH. |
| "MONTEAGLE" TUESDAY, MAY 24TH. | "EMPRESS OF BRITAIN" FRIDAY, JULY 1ST. |
| "EMPRESS OF JAPAN" SATURDAY, JUNE 4TH. | "ALLAN LINE" FRIDAY, JULY 22ND. |
| "EMPRESS OF CHINA" SATURDAY, JUNE 25TH. | "EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH. |
| "EMPRESS OF INDIA" SATURDAY, JULY 16TH. | |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the most modern wireless apparatus. Passengers booked in all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £45/-
Via New York £45/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRAHAM, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

| To | Ship | Day | Time |
|-----------------------|----------|-----------------------------|------|
| SHANGHAI, KOBE & MOJI | FOO SANG | FRIDAY, 1st April, Noon. | |
| MANILA | LAO KONG | FRIDAY, 1st April, 4 P.M. | |
| SHANGHAI | WINGSANG | SATURDAY, 2nd April, Noon. | |
| SHANGHAI | HANGSANG | SUNDAY, 3rd April, Daylight | |
| SHANGHAI | LAO KONG | MONDAY, 4th April, Noon. | |
| SHANGHAI | CHUYSANG | MONDAY, 4th April, 4 P.M. | |
| SHANGHAI | YUENSANG | FRIDAY, 8th April, Noon. | |
| MANILA | YUENSANG | FRIDAY, 8th April, Noon. | |

RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamers *Kiungang*, *Namsang* and *Rockang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Passengers have superior accommodation in First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kadi, Lahad, Duru, Simporna, Tawao, Usukar, Jesselton and Labuan.

For further information, apply to—
JARDINE MATHESON & CO., LD.
General Managers.
Shanghai, 215
Hongkong, 29th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| From | Ship | Day | Time |
|-------------------------------|------------|-----------|----------|
| SWATOW & SHANGHAI | "TAMU" | 30th Mar. | 3 P.M. |
| HOIHOW & HAIPHONG | "SI GAN" | 31st " | 10 A.M. |
| SHANGHAI | "CHENAN" | 31st " | 4 P.M. |
| TIENTSIN | "KURICHOW" | 1st April | 4 P.M. |
| SHANGHAI | "LINAN" | 3rd " | Daylight |
| MANILA | "TAMU" | 5th " | 3 P.M. |
| SHANGHAI | "ANHU" | 7th " | 4 P.M. |
| SHANGHAI | "CHIHUA" | 10th " | Daylight |
| MANILA, ZAMBOANGA & AUSTRALIA | "TAIYUAN" | 21st " | 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "FLINT" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowu*, *Lian*, *Chihwa*).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

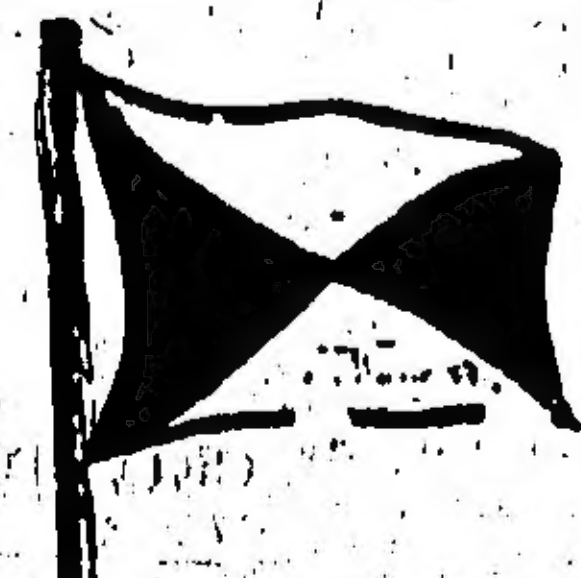
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mowat Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 56.
Shanghai, 29th March, 1910.



HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|------------|-------|------------|--------|-------------------------------|
| RUBI | 8540 | A. Fraser | MANILA | SATURDAY, 2nd April, at Noon. |
| TAIRO | 8140 | T. Rodgers | " | SATURDAY, 9th April, at Noon. |

For Freight or Passage, apply to SHEWAN TOMES & CO., AGENTS.

Hongkong, 29th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. G. Candy, will be despatched as above about 6th April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE,"
Captain H. C. Norris, will be despatched as above on 21st April.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 28th March, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|------------------------------------|-------------------------------|------------|-------------------------------|
| TACOMA VIA MOJI, KOBE AND YOKOHAMA | "SEATTLE MARU" Capt. T. Saito | 6,182 | WED'DAY, 20th April, at Noon. |
| Do. | "CHICAGO MARU" Capt. I. Goto | 6,182 | WED'DAY, 18th May, at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| For | Steamers | Leaves |
|--------------------------------------|---------------------------------|----------------------------------|
| ANPING via SWATOW and AMOY | "SOSHU MARU" Capt. T. Sugi | WEDNESDAY, 30th Mar., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOCHOW | "BUJUN MARU" Capt. Y. Fuzeno | THURSDAY, 31st Mar., at 8 A.M. |
| IAMSUI via SWATOW & AMOY | "DAIJIN MARU" Capt. Y. Kaburaki | SUNDAY, 3rd April, at 10 A.M. |

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 29th March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES, 1910 |
|---|--|--|
| MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID | HITACHI MARU, Capt. K. Mori, Tons 7300 MIYABAKI MARU, Capt. T. Murai, Tons 9300 KITANO MARU, Capt. F. K. Cope, Tons 9000 | WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 31st April, at Daylight. WEDNESDAY, 27th April, at Daylight. |

VICTORIA, B.C., & SEATTLE \$ KAMAKURA MARU, Capt. K. Kori, Tons 6500 SATURDAY, 23rd Apr. From KORE.

VICTORIA, B.C., & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA \$ AWA MARU, Capt. S. Ishikawa, Tons 7000 TUESDAY, 30th Mar., at Noon.
\$ INABA MARU, Capt. K. Kawa, Tons 7000 TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE \$ YAWATA MARU, Capt. T. Sekine, Tons 5000 FRIDAY, 15th April, at Noon.
\$ HIKKO MARU, Capt. M. Yagi, Tons 6000 FRIDAY, 13th May, at Noon.

BOMBAY, Via SINGAPORE AND COLOMBO \$ TOSA MARU, Capt. Y. Nomura, Tons 6000 TUESDAY, 5th April.

SHANGHAI AND KOBE \$ BOMBAY MARU, Capt. Teranaka, Tons 5000 TUESDAY, 12th April.

NAGASAKI, KOBE and YOKOHAMA \$ NIKKO MARU, Capt. M. Yagi, Tons 6000 WEDNESDAY, 13th April, at Noon.

KOBE and YOKOHAMA \$ SADO MARU, Capt. S. Horidabi, Tons 7000 THURSDAY, 31st March, at Noon.

Fitted with new system of wireless telegraphy. \$ Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

JAVA-ASIATIC S.S. CO.
FOR SAN FRANCISCO.
(Taking through Cargo to Los Angeles).

THE Steamship
"STRATHSPRY"
will be despatched for the above Port on or about the 2nd April.
For Freight and further information, apply to—
SHEWAN, TOMES & CO., Agents.
Hongkong, 22nd March, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Bayardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VANCOUVER, P.O., TACOMA & SEATTLE.

MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain Sailing Date

Aymara 4,365 J. Boyd 7th April

Oceanic 4,657 F. W. Davis 11th May

Amara 6,731 J. Mahie 11th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SIKH" ... On 29th March.

FOR NEW YORK AND BOSTON: S.S. "DACE CASTLE" ... On 12th April.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.
Hongkong, 11th March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship "INVERIC" will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNOLD, KARBURG & CO., General Agents.
Hongkong, 14th March, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPOQUE & CO., Agents at Hongkong.

No. 4 Queen's Building, Telephone 316.
Hongkong, 9th January, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(The regular Bills of Lading issued for BATAVIA, PERIAN, GULF, GOMTIEH, AMER, CAW and SOUTH AFRICA, PORTS.)

THE Steamship "DEVANH" Captain H. Powell, carry His Majesty's Mails, will be despatched on this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking passengers and cargo for the above Ports in connection with the Company's S.S. *Mongol* 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables All Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the F.M.S. *Montauk*, due to London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 19th March, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports, on THURSDAY, the 31st instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 26th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, YOKOHAMA, KOBE AND NAGASAKI.

THE Steamship "MONMOUTHSHIRE" will be despatched as above on SATURDAY, 2nd April, at 5 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Agents.
Hongkong, 28th March, 1910.

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Hongkong, 28th March, 1910.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE RETURN BY DIVIDEND BASED ON LAST YEAR'S DATA. | CLOSING QUOTATIONS. |
|--|-------------------|----------|----------|---|----------------|---|----------------------------------|
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 130,000 | \$125 | \$125 | { \$1,500,000 \$15,000,000 \$16,500,000 | \$2,007,819 | {2.5% for half year ending 31.12.09 @ ex 1/91 = \$15.11 | {57 1/2 sales {London 4.50 |
| National Bank of China, Limited..... | 90,025 | 7 | 6 | { \$4,000 \$4,000,000 | \$20,152 | \$2 (London 2/6) for 1903 | \$75 buyers |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | { \$1,500,000 \$154,183 \$1,654,183 | none | \$10 for 1908 | 7% \$170 buyers |
| North China Insurance Company, Limited | 10,000 | 15 | 65 | { Tls. 221,000 Tls. 235,213 Tls. 456,213 | Tls. 207,573 | Final of 7/6 making 15/- for 1908 | Tls. 115 buyers |
| Union Insurance Society of Canton, Limited | 14,400 | \$250 | \$100 | { \$1,000,000 \$172,148 \$1,172,148 | \$2,464,031 | {Final of 3/7 making \$47 for 1907 and interim of \$30 for 1908..... | 14% \$910 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | { \$1,000,000 \$104,405 \$1,104,405 | \$7,767 | \$12 and bonus \$3 for 1907 | 7% \$130 buyers |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 70,000 | \$100 | \$20 | { \$1,000,000 \$138,668 \$1,138,668 | \$375,341 | \$6 and bonus \$2 for 1907..... | 7% \$109 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | { \$1,000,000 \$143,173 \$1,143,173 | \$368,711 | \$27 for 1907 | 8% \$327 1/2 sales |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | { \$7,000 \$20,000 \$27,000 | \$1,015 | \$2 for 1906 | 7% \$7 sellers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | { \$10,000 \$10,000 \$20,000 | NIL | 24 for year ending 30.6.1908 | \$32 sellers |
| Hongkong, Canton & Amoy Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | { \$67,500 \$103,545 \$171,045 | \$10,765 | Final of 5/12 for account 1910 | 8% \$30 1/2 sales |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | 45 | 45 | { \$40,000 \$40,000 \$80,000 | \$13,755 | {6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 55. 154 | 5% \$65 buyers |
| Do. (Deferred) | 60,000 | 45 | 45 | { \$40,000 \$40,000 \$80,000 | \$13,755 | {3rd in. of 3/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 | 5% \$9/- buyers |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | 1 | 1 | { \$2,000,000 \$2,000,000 \$4,000,000 | \$61,817 | \$1.00 for year ending 10.4.1909..... | 4% \$26 s. |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | { \$5,000 \$5,000 \$10,000 | \$3,121 | | 3 1/2% \$14 1/2 sellers |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | { \$250,000 \$250,000 \$500,000 | Dr. \$5,818 | \$5 for year ending 31.12.08..... | 3 1/2% \$163 ex div. b. |
| Luzon Sugar Refining Company, Limited..... | 7,000 | 5 | 5 | { \$35,000 \$35,000 \$70,000 | Dr. \$13,801 | \$3 for 1907 | 5% \$29 sellers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 5 | Tls. 50 | { Tls. 100,000 | Tls. 6.02 | Tls. 10 for year ending 31.8.09 | 5% Tls. 850 sales |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd..... | 1,000,000 | 1 | 1 | { \$1,000,000 \$1,000,000 \$2,000,000 | 48 | Final of 1/6 making 3/- for 1909 | 7% Tls. 184 |
| Headwaters Mining Company | 60,000 | 10 | 10 | { \$60,000 \$60,000 \$120,000 | none | First year | Pa. 10 buyers |
| Kaib Australian Gold Mining Company, Limited | 150,000 | 18 1/2 | 18 1/2 | { \$277,500 \$277,500 \$555,000 | Dr. \$2,101 | No. 12 of 1/- = 48 cents | 5% \$6 1/2 buyers |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | { \$45,000 \$45,000 \$90,000 | Dr. \$7,481 | \$1.75 for year ending 31.12.08 | 5% \$10 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd..... | 60,000 | \$55 | \$55 | { \$330,000 \$330,000 \$660,000 | \$10,108 | None | 50 1/2 ex div. b. |
| Hongkong & Whampoa Dock Company, Ltd. | 50,000 | 5 1/2 | 5 1/2 | { \$275,000 \$275,000 \$550,000 | \$12,765 | Interim of 5/12 for account 1909 | 5% \$59 sellers |
| Shanghai Dock and Engineering Co., Ltd..... | 55,700 | Tls. 100 | Tls. 100 | { Tls. 55,700 Tls. 55,700 Tls. 111,400 | Tls. 6,361 | Interim of Tls. 24 for 1910..... | 6 1/2% Tls. 85 |
| Shanghai and Hongkew Wharf Company, Limited..... | 36,000 | Tls. 1 | Tls. 100 | { Tls. 36,000 Tls. 36,000 Tls. 72,000 | Tls. 12,818 | Final of Tls. 6 making Tls. 10 for 1908 | 7% Tls. 115 |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 1 | Tls. 100 | { Tls. 25,000 Tls. 25,000 Tls. 50,000 | Tls. 4,134 | Tls. 6 for year ending 29.2.09 | 5 1/2% Tls. 102 sales |
| Central Stores, Limited | 50,123 | \$15 | \$15 | { \$751,845 \$751,845 \$1,503,690 | \$24,911 | {\$1.20 on old and 60 cents on first new issue interim of \$2.40 on old and 40 cents on new shares for account 1909 | \$16 buyers \$107 1/2 ex div. |
| Hongkong Hotel Company, Limited | 12,000 | 85 | 85 | { \$1,020,000 \$1,020,000 \$2,040,000 | \$19,172 | Interim of 31 for account 1909 | 58 1/2% \$83 1/2 ex div. |
| Hongkong Land Investment and Agency Co., Ltd. | 8,000 | 5 | 5 | { \$40,000 \$40,000 \$80,000 | \$27,011 | Interim of 31 for account 1909 | 6 1/2% \$101 sellers |
| Humphreys Estate & Finance Company, Limited .. | 150,000 | 5 | 5 | { \$750,000 \$750,000 \$1,500,000 | \$5,472 | 45 cents for 1909 | 6% \$24 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | { \$300,000 \$300,000 \$600,000 | \$20 | \$24 for 1909 | 5% \$28 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | { Tls. 3,900,000 Tls. 3,900,000 Tls. 7,800,000 | Tls. 143,404 | Interim of Tls. 3 for account 1909 | 6 1/2% Tls. 105 s. |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | { \$625,000 \$625,000 \$1,250,000 | \$1,958 | Final of 11.80 for account 1909..... | 8 1/2% \$24 1/2 sellers |
| COTTON MILLS. | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd..... | 15,000 | Tls. 50 | Tls. 5 | { Tls. 750,000 Tls. 750,000 Tls. 1,500,000 | Tls. 10,991 | Tls. 11 for year ending 31.10.09 | 8 1/2% Tls. 139 sales |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | 5 | 5 | { \$625,000 \$625,000 \$1,250,000 | \$9,553 | 50 cents for year ending 31.7.08 | 5 1/2% \$64 ex div. b. |
| International Cotton Manufacturing Company, Ltd..... | 10,000 | Tls. 75 | Tls. 75 | { Tls. 750,000 Tls. 750,000 Tls. 1,500,000 | Tls. 8,373 | Tls. 7 1/2 for year ending 30.9.08..... | 6% Tls. 66 sales |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 10 | { Tls. 800,000 Tls. 800,000 Tls. 1,600,000 | Tls. 4,829 | Tls. 6 for 1909 | 6% Tls. 75 sellers |
| Sey Chee Cotton Spinning Company, Limited..... | 2,000 | Tls. 500 | Tls. 50 | { Tls. 1,000,000 Tls. 1,000,000 Tls. 2,000,000 | Tls. 15,911 | Tls. 50 for 1906 | 6% Tls. 380 |
| MISCELLANEOUS. | | | | | | | |
| Bell's Asbestos Bagging Agency, Limited | 8,564 | 12 1/2 | 12 1/2 | { \$107,050 \$107,050 \$214,100 | \$648 | 15% per share for 1908 | 10% \$10 |
| China-Borneo Company, Limited | 60,000 | 12 1/2 | 12 1/2 | { \$757,500 \$757,500 \$1,515,000 | \$61,138 | 60 cents for 1909 | 10% Tls. 95 ex div. b. |
| China Light and Power Company, Limited | 50,000 | 10 | 10 | { \$500,000 \$500,000 \$1,000,000 | \$61,138 | 50 cents for year ended 28.2.06..... | 5% \$6 sales |
| Do. special shares | 50,000 | 5 | 5 | { \$250,000 \$250,000 \$500,000 | \$3,407 | 80 cents for 1909 | 8 1/2% \$81 sales |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | 5 | 5 | { \$625,000 \$625,000 \$1,250,000 | \$1,407 | \$1.10 for year ending 31.7.09 | 8 1/2% \$18 buyers |
| Dairy Farm Company, Limited | 40,000 | 5 1/2 | 5 1/2 | { \$220,000 \$220,000 \$440,000 | \$1,891 | Interim of 55 cents for account 1909 | 10% \$37 ex div. b. |
| Green Island Cement Company, Limited | 400,000 | 5 | 5 | { \$2,000,000 \$2,000,000 \$4,000,000 | \$3,756 | 8 cents for year ending 31.12.08 | 8% \$12 |
| H. Price & Company, Limited | 12,000 | 5 | 5 | { \$60,000 \$60,000 \$120,000 | \$670 | | |
| Hongkong Electric Company, Limited | 60,000 | 5 | 5 | { \$300,000 \$300,000 \$600,000 | \$5195 | \$1 and bonus 20 cts. for year ending 29.2.09 | 6% \$50 1/2 sellers |
| Hongkong Ice Company, Limited | 1,000 | 5 | 5 | { \$5,000 \$5,000 \$10,000 | \$7616 | Final of \$8 for 1907 | 10% \$165 ex div. |
| Hongkong Rope Manufacturing Company, Ltd..... | 60,000 | 5 | 5 | { \$300,000 \$300,000 \$600,000 | \$8790 | Final of \$1 making in all \$2 for 1907 | 8 1/2% \$111 sellers |
| Mitsubishi Bussan Kaisha, Ltd. | 25,000 | Gs. 100 | Gs. 100 | { Tls. 25,000 Tls. 25,000 Tls. 50,000 | Tls. 316,682 | 4th in. arim of Tls. 12 1/2 for 1909 | 6% Tls. 1,600 |
| Peak Tramways Company, Limited | 25,000 | 5 | 5 | { \$125,000 \$125,000 \$250,000 | \$1,304 | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09..... | 6% \$15 sales |
| Peak Tramways Company (New)..... | 50,000 | 5 | 5 | { \$250,000 \$250,000 \$500,000 | Pa. 18,640 | None | 3% \$18 1/2 buyers |
| Philippine Company, Limited | 75,000 | 5 | 5 | { \$375,000 \$375,000 \$750,000 | | | |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | { Tls. 600,000 Tls. 600,000 Tls. 1,200,000 | Tls. 5,350 | Final Tls. 5 making Tls. 8 for 1908 | 4 1/2% Tls. 350 buyers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | { \$150,000 \$150,000 \$300,000 | Dr. \$31,006 | None | 5% \$25 buyers |
| Steam Laundry Company, Limited | 20,000 | \$25 | \$25 | { \$500,000 \$500,000 \$1,000,000 | \$69 | 40 cents for year ending 31.5.09 | 8% \$5 buyers |
| Union Waterboat Company, Limited | 50,000 | 10 | 10 | { \$500,000 \$500,000 \$1,000,000 | \$172 | 60 cents for year ending 31.12.09 | 5% \$9 sellers |
| United Asbestos Oriental Agency, Limited | 10,000 | 10 | 10 | { \$100,000 \$100,000 \$200,000 | \$242 | 60 cents per ord. share for year ending 31.5.09 | 6 1/2% \$12 1/2 sellers |
| Watson (A.S.) & Co., Limited | 90,000 | 10 | 10 | { \$900,000 \$900,000 \$1,800,000 | \$2,513 | Final of 30 cts. for 1908 | 6 1/2% \$7 sellers |
| William Powell, Limited | 15,000 | 5 | 5 | { \$75,000 \$75,000 \$150,000 | \$781 | Final of 30 cts. making 60 cts. for the year ended 30th June, 1906 | 6% \$3 buyers |

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETT & CO.

AGENTS

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES AND ACCESSORIES
of the best makers.

NEW BICYCLES

FOR HIRE AND SALE

REPAIRING All Kinds of TYPEWRITERS,
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,
and All Sorts of MACHINERY.

AT THE SHORTEST NOTICE.

PRICES MODERATE.

THE EASTERN CYCLE CO.

16, D'Aguilar Street, 3, Arsenal Street, Hongkong,
9, Canton Road, Kowloon.

1222

Hongkong, 2nd March, 1910.

OSMAN &
CASUM,

1 & 3, D'AQUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIENTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed

Hongkong, 6th September, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AQUILAR STREET,
HONGKONG.

Hongkong, 2nd September, 1909.

YEE SING,
No. 4, D'AQUILAR STREET.MANUFACTURE WHOLESALE AND
RETAIL DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERY-CHINESE

LINE GRASS CLOTH, FEWTER

WARE, &c.

all of the best quality.

Hongkong, 17th December, 1909.

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